



**Planning, Development  
and Transportation**  
Transportation Planning  
305 Chestnut Street  
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**DATE:** 12.16.2015

**TO:** ProTrak

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■ **Circle K Convenience Store [TRC Plan Review]**

∞ Initial Review Note ∞

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.

**BASE INFORMATION:**

- Revise all sheets to accurately illustrate the existing conditions on and surrounding this parcel. Show all adjacent traffic signs, lane configurations, traffic control devices and pavement markings on the site inventory plan. Please refer to the Technical Standards and Specifications Manual (link is below) Ch. VII C.1.a.2. for specific information and distance requirements. Contact Traffic Engineering at 341-7888 if you need assistance locating these elements.

**TRAFFIC IMPACT:**

- ❖ A Traffic Impact Analysis (TIA) for this development has been completed. The development will be required to install all TIA required infrastructure from the Dec. 3, TIA Approval for this development.

**NCDOT:**

It is the Applicant's responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact Allen Hancock, PE at 910. 251.2655. Please note additional comments may be forthcoming once coordination occurs.

**TECHNICAL STANDARDS – NEW ROADS:**

1. The private road off Carolina Beach Road does not appear to meet the requirements for a standard city street. Provide the ROW lines for the street, street cross section, pavement width, horizontal centerline dimensions and other details for a city street. [7-5 CofW Tech Stds]

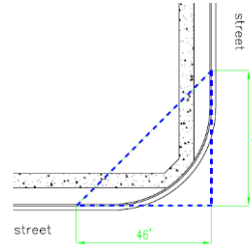
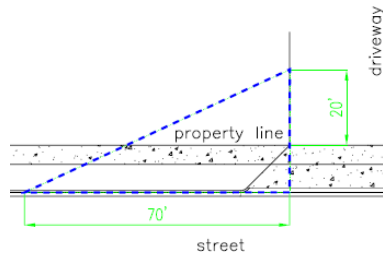
2. The private road appears to merge into the private access easement. Provide standard intersection design for the intersection, including stop bars, stop signs, pavement markings, crosswalk markings and other intersection details. The intersection of the parking lot driveway and private roads can be set up as T-intersections, or designed with stub street sections for the future 4 way intersection of this parcel and the adjacent parcels. [\[7-5 CofW Tech Stds\]](#)
3. Show a cross-section detail showing the proposed private street and the proposed 30' access easements.
4. Show centerline geometry of new streets.
5. Install wheelchair ramps at corner of each site access and driveway, per NCDOT and/or City standards. Connect sidewalk with ramp.
6. The minimum horizontal centerline radius is 100' for local roads and 200' for collector streets.
7. The minimum tangent length between reverse curves is 100'.
8. The minimum street corner radii is 35'. [\[7-5 CofW Tech Stds\]](#)

**TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):**

9. Traffic Engineering's stance on sites that interconnect along a major thoroughfare is that the combined frontage must meet all driveway spacing requirements per the City's technical standards.
10. Driveways for lots along major thoroughfares must be at least 75' offset from property lines to the curb line.
11. When the lot has sufficient frontage, driveways for corner lots along major thoroughfares must have corner clearance of 230' as measured along the curb line.
12. Maximum allowed driveways along major thoroughfares is 1/600 lf of continuous frontage plus 1/every 300 additional lf or portion thereof as measured at the property line. [\[7-13 #b CofW Tech Stds\]](#)

**TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):**

13. Show driveways for adjacent lots and lots across the street.
14. The site plan appears to be closing existing curb cuts for driveways along the frontage of this property. Note which existing driveways will be closed. Extend the curb along these driveways and restore the verge area to match the existing/proposed.
15. Driveways shall be City-standard ramp-type driveways. Show appropriate City standard detail(s) on plan. [\[Chapter VII ,Detail SD 8-02 \(curb and turn lane\) and SD 3-03 \(Commercial Driveway\) CofWTSSM\]](#)
16. Show proposed driveway centerline elevations at both the front and the back of each concrete driveway apron, at the curb line, property line & points at 26' and 52' behind the property line. [\[Chapter VII, C\(1\)\(a\)\(2\)12 CofWTSSM\]](#)
17. Dimension driveway widths and tapers. [\[Sec.18-529 CofW LDC\]](#)
18. The maximum three-lane driveway width is 36'. [\[7-9 CofW Tech Stds\]](#)
19. Provide a sidewalk connection between the site and the public sidewalk along both Carolina Beach Rd and Independence Blvd.
20. Provide dimensions for the proposed sidewalks, especially in the area behind the bollards.
21. The sidewalk detail does not appear to match the standard sidewalk detail SD 3-10.
22. Show all adjacent traffic signs and pavement markings on the plan. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)
23. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these.
24. Show and apply the City's 20'x70' sight distance triangle at each driveway and the City's 46'x46' sight distance triangle at each street corner intersection on the site plan and landscaping plan. [\[Sec.18-529\(c\)\(3\)CofW LDC\]](#) Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [\[Sec.18-566 CofW LDC\]](#)



#### TECHNICAL STANDARDS – PARKING:

25. The minimum radius is 25' for any portion of a parking lot adjacent to a travel way (i.e. islands at the end of a parking bay) for parking that is open to the public. If the travel way will not be used for emergency service vehicles or truck traffic, you may request a tighter radius, the minimum is 15'. This request must be made in writing (an email message is acceptable). [\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)
26. Twenty-four feet (24') is the minimum drive aisle width behind perpendicular parking. Please dimension these drive aisles.
27. Portions of the proposed development do not appear to be in compliance with the 500'/800' rule pertaining to the maximum length of a private drive/parking lot. [\[Chapter VII, C \(4\), pg 7-15 to 7-16 CofWTSSM\]](#)
28. Provide bicycle parking in accordance with Section 18-528 of the City of Wilmington Land development Code. Add the number required and proposed to the site development data. [\[Sec.18-528 CofW LDC\]](#)

#### TECHNICAL STANDARDS – Barrier Free Design:

29. The 5' sidewalk as proposed where adjacent to 90 degree parking spaces does not meet ADA requirements. An allowance for a 2.5' vehicle overhang must be considered. 4' of the sidewalk must remain clear for pedestrian use. The bollards and handicap signs appear to be interfering with the 4' pedestrian clearance. [\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)
30. Note the required and proposed number of handicapped spaces in the development data. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

#### REVISIONS TO NOTES ON THE PLAN:

31. Please revise notes #11, #15 and #16 on sheet C-1.0 to reflect the following verbiage:
  - #11: All traffic control signs and markings off the right-of-way are to be maintained by the property owner **in accordance with MUTCD standards.**
  - #15: Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.
  - #16: Contact Traffic Engineering at (910) 341-7888 to discuss street lighting options.

#### GENERAL NOTES TO ADD TO THE PLAN:

- A. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [\[SD 15-14 CofW Tech Stds\]](#)

#### MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Contact Alina Jakubcanin at 341-7888, [Alina.Jakubcanin@wilmingtonnc.gov](mailto:Alina.Jakubcanin@wilmingtonnc.gov), to discuss street lighting options.
- ❖ Include appropriate City of Wilmington approval stamps prior to submitting final plans.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.